



**STATUS:** The six mile Branch Avenue route extension opened January 13, 2001, and includes five stations (four located in Maryland). This completes the original 103-mile Adopted Regional System. The resulting ridership has far surpassed original projections and has created maximum loads due to limited car capacity.

**SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP:** Total cost shown includes federal funds received by WMATA directly. Normal reprogramming of capital cashflow based on WMATA construction schedules and anticipated close-out expenditures. Cost increased \$19.7 million due final adjustments for project closeout.

| POTENTIAL FUNDING SOURCE:   |                              |                  |                   |                  |  |                |                |                |                |                     |
|---|------------------------------|------------------|-------------------|------------------|--|----------------|----------------|----------------|----------------|---------------------|
| <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER |                              |                  |                   |                  |  |                |                |                |                |                     |
| PHASE   | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2002 | CURRENT YEAR 2003 | BUDGET YEAR 2004 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY |                |                |                | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|   |                              |                  |                   |                  | .....2005.....   | .....2006..... | .....2007..... | .....2008..... |                |                     |
| Planning  | 0                            | 0                | 0                 | 0                | 0  | 0              | 0              | 0              | 0              | 0                   |
| Engineering   | 0                            | 0                | 0                 | 0                | 0  | 0              | 0              | 0              | 0              | 0                   |
| Right-of-way  | 0                            | 0                | 0                 | 0                | 0  | 0              | 0              | 0              | 0              | 0                   |
| Construction  | 2,479,916                    | 2,432,220        | 28,767            | 18,929           | 0  | 0              | 0              | 0              | 47,696         | 0                   |
| Total   | 2,479,916                    | 2,432,220        | 28,767            | 18,929           | 0  | 0              | 0              | 0              | 47,696         | 0                   |
| Federal-Aid   | 0                            | 0                | 0                 | 0                | 0  | 0              | 0              | 0              | 0              | 0                   |

Funds shown include federal funds received directly by WMATA. Maryland's share of the rail construction program is determined by regional formula.  
1001

**PROJECT:** Metrorail Construction

**DESCRIPTION:** This funding is for the Maryland Department of Transportation's share of Metrorail construction for the six-year period. Funds are programmed to close out the remaining expenditures on the 103-mile system, including the new Branch Avenue (F) route in Maryland. Funds are programmed based on formula allocations. Cashflow occurs through FY 2004 to cover all 103-mile system final expenditures.

**JUSTIFICATION:** To provide financial assistance for the construction of a heavy rail rapid transit system in the Washington region by the Washington Metropolitan Area Transit Authority (WMATA) subject to the availability of federal and local funds and approved budgets.

**SMART GROWTH STATUS:**

- ☐ Project Not Location Specific or Location Not Determined
- ☐ Project Within PFA
- ☒ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- Metrorail Debt Service Payments -- Line 2
- Metrorail Equipment Rehabilitation and Replacement -- Line 3

| FEDERAL FUNDING OBLIGATIONS BY YEAR |      |               |                     |
|-------------------------------------|------|---------------|---------------------|
| PROJECT PHASE                       | FFY  | FUND CATEGORY | FEDERAL FUND AMOUNT |
| CO                                  | 2003 | FederalE      | 1,835,134           |

**USAGE:** Completion of these lines by 2001 will increase annual ridership in excess of 6 million passengers

**OPERATING COST IMPACT:** Green Line extension is approximately \$3 million annually